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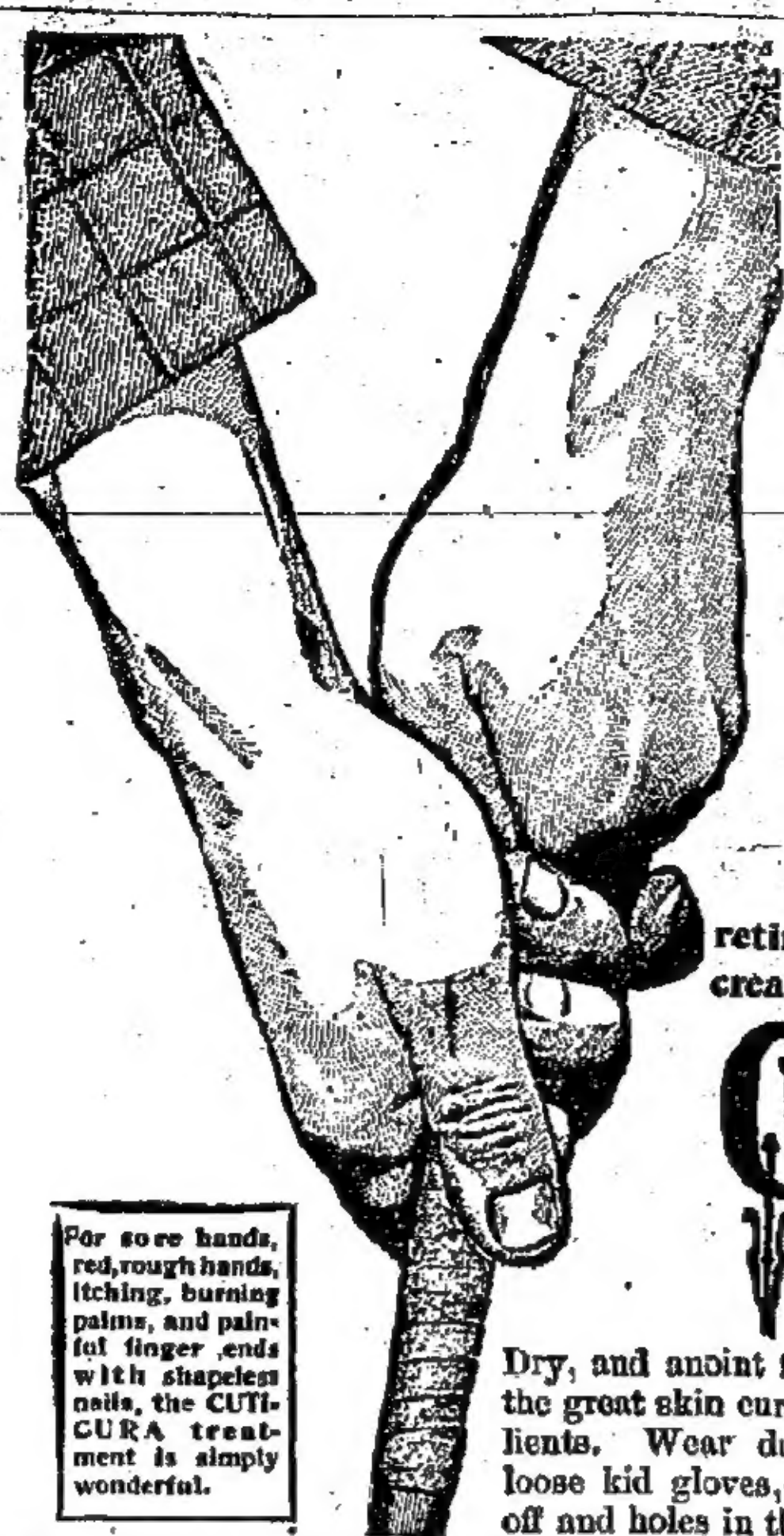
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'THE BACK DOOR.' TURE Series of Articles entitled 'THE BACK DOOR,' which, appeared in the China Mail, have been reprinted, and may be obtained in Pamphlet Form. Price each 1s.

THE FAIR AND THE DARK. Complexion as a Clue to Capacity.

What characteristics go with certain shades of complexion has long been a question of popular conjecture and discussion. It has been reserved to Mr. Havellack Ellis, writing in the Monthly Review, to throw definite scientific light on the subject. His article on the 'Comparative Abilities of the Fair and the Dark' is the outcome of two years' patient investigation of the faces in the National Portrait Gallery. His researches have shaken his faith a little in artistic accuracy, as, when, for example, he found that Millais had painted one of Mr. Gladstone's eyes blue, the other brown. He chose eye-colour as the chief criterion of pigmentation. In classifying his results, he divided cases of medium colouring equally between light and dark. To gain his 'index of pigmentation,' he multiplied the fair persons in each group by one hundred, and divided by the number of dark persons.

A REMARKABLE LIST. The results of his investigations are thrown into this most curious and interesting table:— In this following enumeration the groups are arranged in the order of decreasing fairness:—

Group with Number of Individuals.	Index of Pigmentation.
Political reformers and agitators (20)	233
Sailors (45)	150
Men of science (59)	124
Soldiers (42)	113
Artists (74)	111
Poets (56)	107
Royal family (66)	107
Lawyers (55)	107
Created peers and their sons (80)	108
Statesmen (33)	89
Men and women of letters (86)	85
Hereditary aristocracy (149)	82
Divines (57)	58
Men of low birth (12)	50
Explorers (8)	33
Actors and actresses (16)	33

An index of more than 100 means that the fair element predominates over the dark in that group; an index of less than 100 means that the dark element predominates. I may add that the lists include persons of both sexes. Instructive notes are added on several of the groups. 'The small group of persons springing from the working classes is among the darkest of the groups.' In the Royal family, 'the early tendency was towards fairness, but by later Tudor times there was a tendency towards darkness.' But 'the light, mixed type of eye, usually blue yellow, has remained persistent.'

WHY PEERS ARE DARK. A curious explanation is offered of the preponderant darkness of the hereditary aristocracy:—

Foreign intermixture here also may have had some influence. I think it probable, however, that another cause has come into operation; peers have been in a position to select as wives, and have tended to select, the most beautiful women, and there can be little doubt that the most beautiful women, at all events in our own country, have tended more to be dark than to be fair. This is proved by the low index of pigmentation of the famous beauties in the Gallery, the selection being made solely on the basis of reputation, independently of any personal judgment of the portraits; while women of letters (fifteen in number) are inclined to be fair and have an index of 100, the index of thirteen famous beauties is as dark as 44.

Then should 'None but the brave deserve the fair' run 'None but the dukes deserve the dark.' But the new aristocracy tends to be fair, because 'it is from the fair elements of the population that the aristocracy is chiefly recruited.' Political reformers and agitators are very fair, they have too much of the restless energy which, in lesser degree, spells social success.

A FAIRLY BROAD DISTINCTION. The writer adopts the following generalisation:—

It is clear that a high index of pigmentation, or an excess of fairness, prevails among the men of restless and ambitious temperament; the sanguine energetic men, the men who easily dominate their fellows, and who excel in life, the men who recruit the aristocracy, and who doubtless largely form the plutocracy. It is significant that the group of low-class men, artisans and peasants—and the men of religion, whose mission in life it is to practice and preach resignation to a Higher Will, are both notably of dark complexion. While the men of action thus tend to be fair, the men of thought, it seems to me, show some tendency to be dark.

So far as I am aware, no really fair person has ever risen to the highest dramatic eminence in this country, and so far as I have been able to observe, it is equally rare for fairness to be associated with histrionic ability in Europe generally.

STOCK NOT COLOUR. This distinction is modified by another consideration:—

The more reasonable supposition at present seems to be that the relation between pigmentation and mental aptitude is chiefly indirect and due to race. In other words, the fair man tends to be bold, energetic, restless, and dominating, not because he is fair, but because he belongs to an aboriginal fair stock of people who possess these qualities, while the dark man tends to be resigned and religious and imitative, yet highly intelligent, not because he is dark, but because he belongs to a dark stock possessing those characteristics.

THE FAIR AND THE DARK. Complexion as a Clue to Capacity.

While, however, the fair population is the most irreligious and progressive, the dark population is by no means behind in the production of intellect.

The article is sure to be widely discussed, especially by the fair (or is it more complimentary to say dark?) sex. —Review of Reviews.

LORD ROSEBERY AND FRANCE.

The Story of the Siam Negotiations.

An unnamed writer contributes to the Contemporary Review for August a glowing eulogium upon 'Lord Rosebery's Foreign Policy.' In the course of this paper he sets out with particular care the story of the Siam episode, in which Lord Rosebery, to use his own words, 'incurred the risk of war.' It was in April, 1893, when the French Government was preparing to enforce its demands upon Siam. Lord Rosebery sent H. M. S. Swift to watch events at Bangkok. The writer proceeds as follows:—

The French became more insistent in their demands, and a blockade to enforce an ultimatum was threatened. Lord Rosebery continued to advise the Siam Government to yield, but in order to watch over British interests, a second ship, the 'Pallas,' was sent to the mouth of the Menam on June 28th, and a third, the 'Linnet,' was held in readiness to proceed to Siamese waters. Lord Rosebery explained to the French Government, on July 1st, that Her Majesty's Ministers at Bangkok had received strict injunctions to advise the Siamese Government to arrange their differences with the French in a friendly manner. But, it was added, 'in view of the possibility that on the approach of the French fleet a rising of the native population at Bangkok may occur, causing danger to life and property, it is necessary that some of Her Majesty's ships should be on the spot for the protection of British commercial interests, which are dominant at that place.'

On July 20th, the French ultimatum was presented to Siam. On July 26th, a blockade was declared, and friendly vessels were given three days to clear. A notification to this effect had been given to the British Government on the previous day. Lord Rosebery immediately instructed Lord Dufferin, our Ambassador at Paris, to ask what facilities would be given for victualling off Bangkok. On Sunday, July 30th, the British Minister at Bangkok telegraphed to Lord Rosebery that the French Admiral had notified that the blockade arrangements applied to ships of war, and that the 'Linnet' was preparing, in consequence, to leave. Confronted by this sudden crisis, Lord Rosebery acted with the utmost firmness and promptness. He telegraphed immediately to Bangkok that the 'Linnet' must on no account leave, and simultaneously he sent the following telegram to Lord Dufferin:—

'I request that your Excellency will state to the French Government that it would be impossible that Her Majesty's Government should allow British subjects to be left at the mercy of an unruly Oriental population, and that, therefore, they cannot withdraw Her Majesty's ship now stationed off the city. You should also remind them that I have not yet received a reply to M. d'Estournelles, on the 25th instant, when I asked him what facilities would be granted to the British ships for obtaining necessary supplies' (p. 102).

During the critical Sunday communications were passing between the Foreign Office and the Admiralty, and it was of the dispatch just quoted that Lord Rosebery was thinking when he told his Edinburgh audience that he, as a Minister, had taken the risk of war. He had met the demand for the withdrawal of H. M. S. 'Linnet' by a categorical refusal.

On the eventful Sunday, July 30th, 1893, Lord Rosebery must not doubt have been weighed with the grave responsibility which befalls those who have to face and make great decisions. The strain, however, was not of long duration. On Monday, Lord Dufferin saw the French Minister of Foreign Affairs, and delivered Lord Rosebery's communication. 'The Minister replied that as the blockade would be raised at once, it was unnecessary to discuss the matter' (p. 109). It had, meanwhile, we believe, been locally explained to the British captain that the Admiral's intention had been misunderstood. He did not demand that the 'Linnet' should be withdrawn; he only suggested some alteration in her position with a view to the convenience of his blockade. On August 1st the Siamese Government accepted the French demands; and on August 3rd the blockade was raised. The Anglo-French crisis in its more acute form was thus speedily relieved. The seriousness was known to very few persons at the time. When Ministers who had been spending the week-end in the country returned to their offices, a crisis had come and gone without their being aware of it. The 'Linnet' remained where she was, on the watch. Other negotiations continued, but the local situation speedily quieted down.



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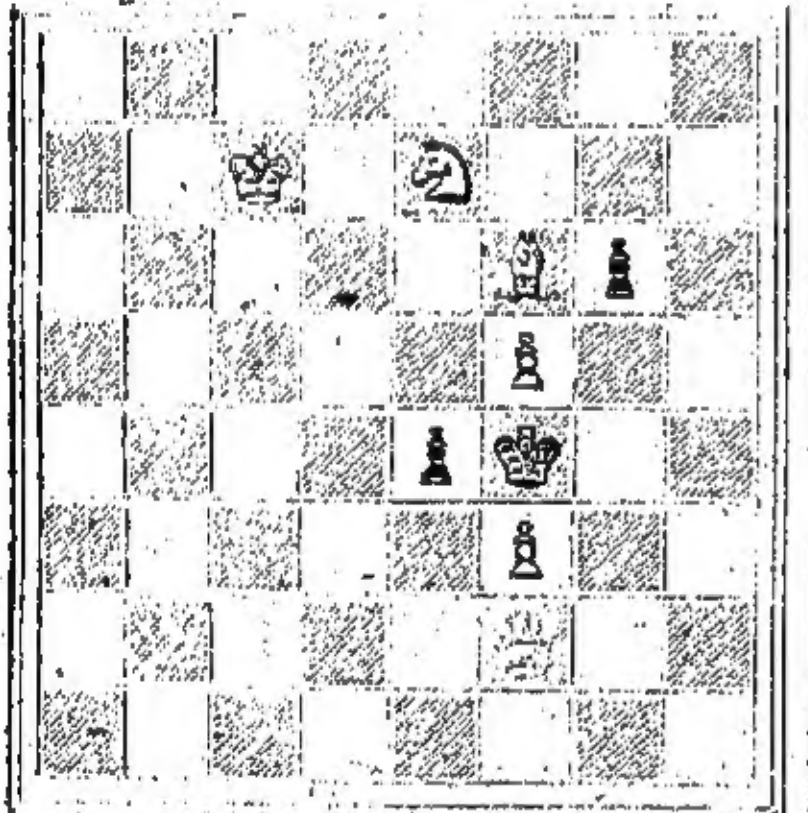
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Problem No. 33.

Black.



White.

White to play and mate in two moves.

Solution to Problem No. 32 (by Augusto D'Orville, Antwerp): 1. Q-B3, KxKt, 2. Q-B4, P moves, 3. P-QB4.

Correct solutions from C.R.T. and B.B.

The last year of the century was a year, says *Littell's*, during which "master play and ideal chess" receded more and more into the background. The *Birmingham Daily Gazette* notes that "the ideal, according to some authorities, is a game in which every move is well considered; a dead level contest, in which, after hours of hard mental labour, one side triumphs magnificently by the gain of the 'opposition' in a Pawn ending. Such chess may be acceptable to a few dry-as-dusts; it will not suit the rank and file. Life is quite too short for it; and if the game could be so limited its influence would be small indeed. Let us have good chess, by all means; but let it be such as the ordinary mortal can appreciate. Let us do our best to encourage chess as a pure recreation, emphasising the fact that we may all turn to the board and to the problem as a relief from the graver affairs of life, without feeling the 'game' to be depressing, or becoming so fascinated by its depths that we lose ourselves in endeavouring to fathom its infinite variety."

Dr Schapiro, in the *Baltimore American*, gives the following good advice to solvers:

We strongly advise the student to solve entirely from the diagram. With the board and men there is a tendency to move the pieces about, and, therefore, the student does not get the full benefit of his analysis; but by using the diagram he is compelled to exercise that reasoning analytical power that is the essence of true solving. Nearly all the best solvers can dispense with the board, and many, indeed, find it an actual encumbrance. We firmly believe that this kind of solving does far more good than solving from the board. In an especial degree it increases the power of concentration, quickens the perceptions and strengthens the memory.

Here is a brevity, based on a regulation trap in the Ruy Lopez which should serve as a warning to the uninitiated about to explore the mazes of that opening:

White—Moise. Black—Headley.  
1 P-K4 P-K4  
2 Kt-KB3 Kt-QB3  
3 B-Kt5 Kt-B3  
4 Castles Kt-K5  
5 R-Ksq Kt-Q3  
6 Kt-B3 Kt-K5  
7 Kt-K5 Kt-K5  
8 R-Ktch B-K2  
9 Kt-Q5 Castles  
10 Kt-K5 Kt-K5  
11 Q-R5 Kt-Q5 (a)  
12 Q-Rtch BxQ  
13 R-R5 mate.

(a) There is now no saving move. If he plays P-Kt3, White replies with Q-R6, threatening R-R5! Black erred at his seventh, when he should have played B-K2.

An interesting game played in the last match between New South Wales and Victoria:

White (N.S.W.) Black (Vic.)  
W.H. Jones. R. Batts.  
1 P-K4 P-K4  
2 Kt-KB3 Kt-QB3  
3 B-B4 B-B4  
4 P-QKt4 BxP  
5 P-B3 B-Q3  
6 Castles Kt-KB3  
7 P-Q4 Castles  
8 P-K5 BxP  
9 Kt-K5 Kt-Kt  
10 P-Kt3 P-Q3  
11 P-KB3 Kt-Kt  
12 P-B3 Kt-E4  
13 B-Kt5 P-QKt3  
14 P-B4 B-QKt2  
15 Kt-B3 Q-Kt-Q2  
16 Q-B3 Q-K4  
17 Q-R-Ksq Q-B3  
18 Kt-QB3 P-QB3  
19 Kt-Kt Kt-Kt  
20 R-B2 P-QB4  
21 BxKt QxP  
22 P-K5 QxP  
23 R-Kt BxQ  
24 R-Kt B-QB3  
25 R-Q2 K-R-Q4  
26 P-Kt4 K-Bsq

Mr Jones got rather the worst of the opening, but playing with great vigour he forced a win in excellent style. The final position is most uncommon, as White obtained a novel mating position.

**The Negro.**  
It is pointed out that the census of the United States has gone far enough to show that the negro is by no means dying out. Ten years ago the negroes formed 11.9 per cent. of the population. It is held probable that the proportion now is 11.8. There has been a certain amount of transference of the negro race from the border States on the one hand to the far South, and on the other to the large cities of the North. The present negro population is estimated by the *New York Evening Post* as between 9,000,000 and 10,000,000.

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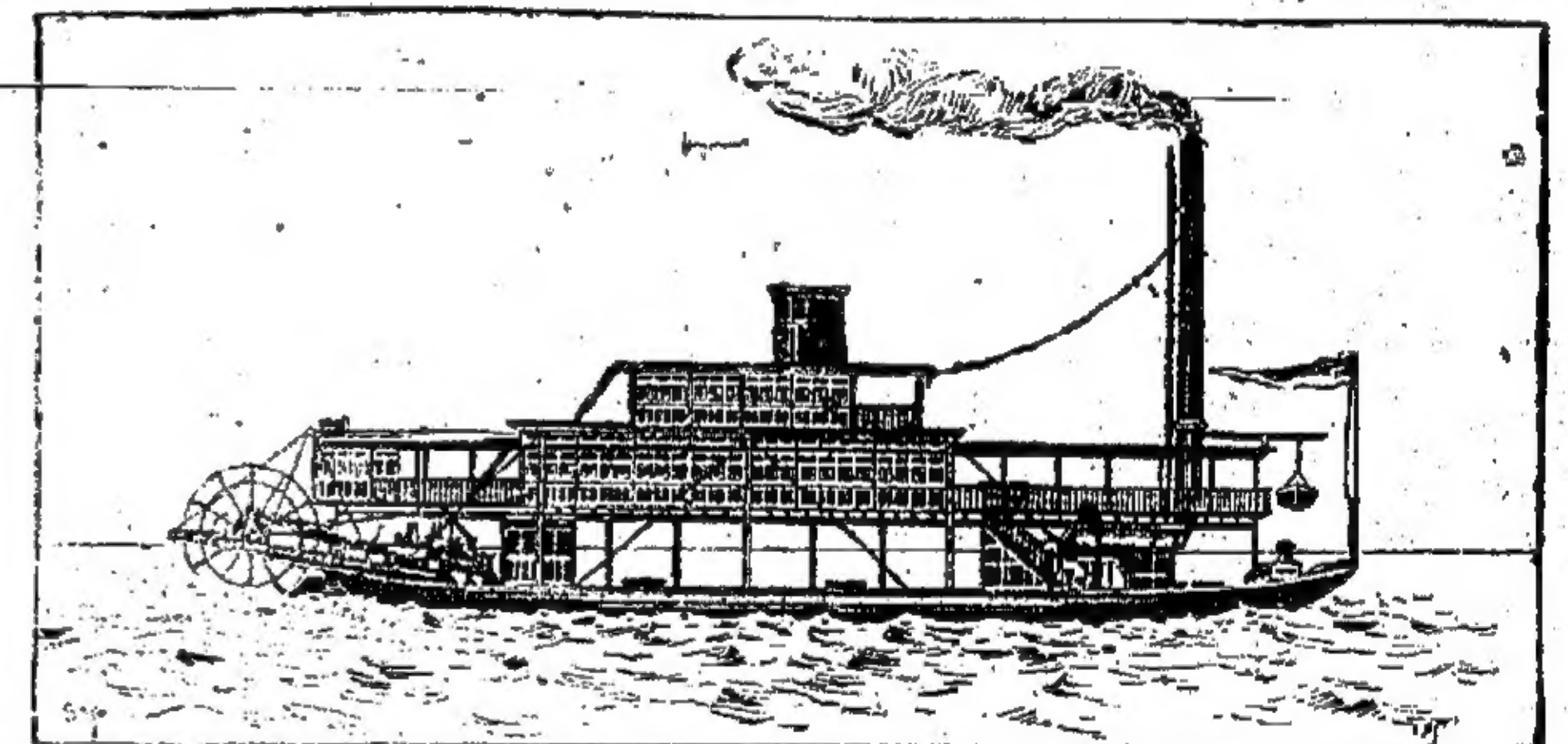
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Photographic Goods of  
Every Description.

PLATES, PAPERS,  
and CHEMICALS.

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KODAKS, FILMS,  
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Printing Undertaken

**A CHEE & CO**

17a Queen's Road

CENTRAL.

Two Doors East of Hongkong Hotel.

Telephone No. 135.

TRADE MARK.

**WHISKIES.**

IRISH.

DUNVILLE'S V.R. ... \$12.00

SCOTCH.	
F. O. S., Very old liquor	15.00
Club	12.00
Specialty Selected	11.00
Choice Old Highland	8.00
Glenlivet	7.00
Highland Nectar	16.00
D. C. L.	13.00
Highland Club	10.00
Devar's White Label	18.00
Do. Extra Special	14.00
Do. Special	12.00
P. D. C.	13.00
Teacher's Highland Cream	12.00
D. G., Dump bottles	9.00
Peak Blend, Dump bottles	8.00

AMERICAN.	
Fine Old Bourbon	\$18.00
Canadian Rye	15.00

We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

**H. PRICE & CO.,**  
12, Queen's Road.

**MEMOS. FOR MONDAY.**  
Miscellaneous.  
2 p.m. Special Sale of Clothing at Italian Convention.  
Goods per *Teles* undelivered after this date subject to rent.

**General Memoranda.**

Tuesday, September 24:—  
Goods per *Lightning* undelivered after 2 p.m. limited.  
Goods per *Teles* not cleared at 4 p.m. subject to rent.

Wednesday, September 26:—  
Noon: Meeting of Shareholders of Douglas Steamship Co., Ltd., at the Company's Office.

Monday, September 30:—  
12.15 p.m.: Meeting of Shareholders of the Great Eastern and Caledonian Gold Mining Co., Ltd., at the Office of the Company, No. 14, Des Vaux Road.

Thursday, October 10:—  
Noon: Meeting of Union Insurance Society of Canton, Ltd., at the Society's Head Office.



**A. S. WATSON & CO.,**  
LIMITED.

WINE AND SPIRITS MERCHANTS.

ESTABLISHED A.D. 1841.

**S H E R R Y.**

Per Case of 1 doz.

**A SUPERIOR PALE DRY,**  
Dinner Wine, Green Seal  
Capsule ..... \$10.80

**C MANZANILLA, PALE**  
**NATURAL SHERRY,**  
White Capsule ..... 12.00

**CC SUPERIOR OLD DRY,**  
**PALE NATURAL SHERRY,**  
Red Seal Capsule ..... 12.00

**D VERY SUPERIOR OLD**  
**PALE DRY,** choice old  
wine, White Seal Capsule ..... 14.40

**E EXTRA SUPERIOR OLD**  
**PALE DRY,** very finest  
quality, (Old Bottled) ..... 20.40

In addition to wines of our own bottling,

the following brands, bottled in Europe,

have been specially selected, and procured

from the celebrated firm of MESSRS G.E.O.

G. SANDEMAN, SONS & CO., of LON-

DON and OPORTO, for whom we have

been appointed Sole Agents:—

Per Case of 1 doz.

LIGHT DRY ..... \$17.00

SOLEIRA ..... 25.00

VERY PALE DRY ..... 25.00

FULL GOLDEN ..... 30.00

PALE DRY NUTTY ..... 32.00

FINE OLD BROWN ..... 42.00

**A. S. WATSON & Co., Limited,**

THE HONGKONG DISPENSARY.

1007

**BIRTH.**  
On the 20th September, at Thurleston, the Peak, the Wife of H. A. Rucmre, of a Daughter.

The publication of this issue commenced at 4.30 p.m.

**The China Mail.**

HONGKONG, SATURDAY, SEPTEMBER 21, 1901.

**EDITORIAL COMMENT.**

During the past week, Mr

J. Macgregor Forbes pro-

secuted a cargo boat crew

for stealing a large quan-

tity of sugar, the property

of the China Sugar Refinery. The

accused were found guilty of a most

deliberate and impudent theft, and were

duly sentenced to imprisonment. Mr

Forbes suggested to the Police Magis-

trate that the cargo boat license might

be dealt with; but Mr Kemp replied

that he had no power under the existing

law to deal with the licenses of cargo

boat owners. Now, it seems to us, and

we think the same opinion must be

widely prevalent among those who have

dealings with cargo boat people, that it

is highly desirable that the Police

Magistrate should have power to en-

dorse, or, better still, to cancel licenses

where the crews have been found guilty

of serious crime. As the commercial

community knows by sad experience

there is a considerable amount of pecu-

lation in the Harbour, most of it un-

detected and most of it attributable to

the inherent piquant nature of the

cargo boat people. Magisterial power

to deal with licenses might act as a

healthy deterrent.

There is no doubt about it that the

Chinese just now are exercising their

ascendancy in this Colony in a way

that may some day produce a crop

of very serious troubles for the Govern-

ment and Foreign community. On

every hand, in every trade, in work-

shop and in domestic service, the

Chinese are more insolent just now than

they have been for many years. They

even carry their insolence into the

Courts of the Colony, and we are

pleased to notice that the Acting Police

Judge, Mr Sercombe Smith, whose

judicious handling of the Chinese on

another occasion received the praise of

*The Times*, vindicated the honour of

the ruling race in the Summary Court

the other day. A few more lessons

might be given with benefit to employer

and employed alike.

With regard to the public chair and

ricksha coolies, whose bad language and

impudence is subject of general com-

plaint every day, there is much need of

firmer handling, and we are pleased to

learn that with a change in the Superin-

tendency of the Police there is a

prospect of insolent coolies being dealt

with in a summary fashion by Mr

Badeley. We are pleased to learn this,

because if Mr Badeley sets an example

his underlings may be more disposed to

help the public. Only a few weeks ago,

a public ricksha coolie deliberately ran

down a private ricksha of an European

gentleman. The number of the public

ricksha was taken, and complaint was

duly lodged at one of the district

police stations. The inspector or

sergeant in charge refused to take the

complaint, and refused to send an offi-

cer to arrest the coolie; and the gentle-

man had to go to the public stance

and take the ricksha himself to the

police station. Seeing that he was in

earnest, the charge was then taken, the

coolie was summoned, and in due course

punished at the Magistracy. As the

public pay for the police they naturally

expect the police to perform police

duties, and not make it necessary for

have to do is to send their complaint in

in writing to the Captain Superintendent

of Police, stating full particulars and

giving the number of the vehicle. We

hope to learn soon that similar powers

with regard to cargo boats have been

extended to the Captain Superintendent

of Police or the Police Magistrate.

**LOCAL AND GENERAL.**

**Notes by the Way.**

A court-martial was held to-day on

board the *Thetis*.

No cases of plague were reported in

the Colony during the past twenty-four

hours.

Messrs Erich Georg and Co. hear that

a dividend of 85 per share will be proposed

at the forthcoming meeting of the Douglas

S.S. Company.

Constable Holdaway, who is charged

with shooting with intent to do grievous

bodily harm and with reckless discharge of

firearms on the public street, again ap-

peared before the Magistrate to-day. Mr Becc,

solicitor, who appeared for accused, asked

for a further remand, which was granted.

**Timber for the Philippines.**

It sounds like sending coals to New

castle to send timber to a rich timber-

producing country like the Philippines. The

steamer *Scythia* was due to arrive at

Manila about the 15th inst. with the largest

cargo of lumber that has gone to that port,

and also the largest cargo over shipped from

Portland. She carries about 3,800,000 feet,

most of which is for the Engineer Depart-

ment. Over 2,000,000 ft. including about

1000 large piles, are to be used in the

construction of a 'bulkhead,' which is part

of the harbour improvement work. This

portion of the cargo has been treated with

'Avermectin Carbolineum' as a protection

against 'torredos,' which infest Manila

waters. The shippers of the lumber are

Messrs. Henry W. Peabody & Co.

**The Coolie Commission.**

With this issue, at the request of the

'Private Chair and Ricksha Coolies Com-

mission,' we publish a circular which we

hope our readers will fill up, in order to

supply the Commission with information to

guide them in formulating a report to the

Government. In some cases, two or more

circulars are enclosed. Subscribers are re-

quested to pass them on to those of their

circle of acquaintance who may be in a

position to supply reliable information to

the Commission. Many complaints are

made from time to time about chair and

ricksha coolies and domestic servants, so

now that the public have the opportunity

of helping the Commission we hope they

will avail themselves of it. Unless the

public co-operate the Government cannot

be expected to introduce a workable scheme

to mitigate present evils.

**A Sherlock Holmes.**

Major Pond tells how once Conan

Doyle was beaten at his own game. It

was in Boston, U.S. 'You may drive

to Young's or Parker's,' said he to a

cabman, out of whose breast pocket a

dog-eared book peeped. 'Pardon

me,' said the police easily, 'I think

you will find Major Pond waiting for

you at Parker's,' said Doyle, 'I think

you are right, and took his seat in

silence. On arrival the cabman

was handed his fare, but asked

that he might have a ticket for the

lecture instead. 'Come, come,' said

Doyle, 'I am not accustomed to be

beaten at my own tricks. Tell me how

you found out who I am, and you shall

have tickets for the whole of your

family.' The cabman explained: 'Of

course, we all knew that you were

coming on by this train—that is all

## TELEGRAMS.

[CHINA MAIL'S SPECIAL SERVICE.]  
**THE BANK ROBBERY AT SINGAPORE.**

**The Trial Unfinished.**  
(From Our Own Correspondent.)  
SINGAPORE, September 21.

The trial of the ten Klingprisoners before His Lordship Mr Justice Hyndman Jones, at the Assizes here, on a charge of stealing bank-notes from the strong room of the Hongkong and Shanghai Bank, is still unfinished.

After eight days' evidence, the case for the prosecution and the defence was concluded, and the Court resumes on Tuesday next, when Counsel for the prosecution and the defence will address the jury.

It is expected the trial will terminate on Wednesday next.

[The prisoners are: Abdul Kader, Nina Mohamed, Haji Meydin, Singaram, Mutu Karaman, Ana Munia Pillay, Haila (female), Noor Mohamed, Abubakar and Kappensah. Messrs Fort and Carver appear for the prosecution. Mr Khory appeared for Abdul Kader; Mr Van Someren for Nina Mohamed; Mr Deloy for Haji Meydin and Abubakar; Mr Van Cuylenberg for Singaram, Haila and Mutu Karaman; Messrs. Battenburgh and Van Someren for Ana Munia Pillay; and Kappensah and Noor Mohamed are undefended.—Ed., C. M.]

## LOCAL AND GENERAL.

**Wesleyan Church Services.**

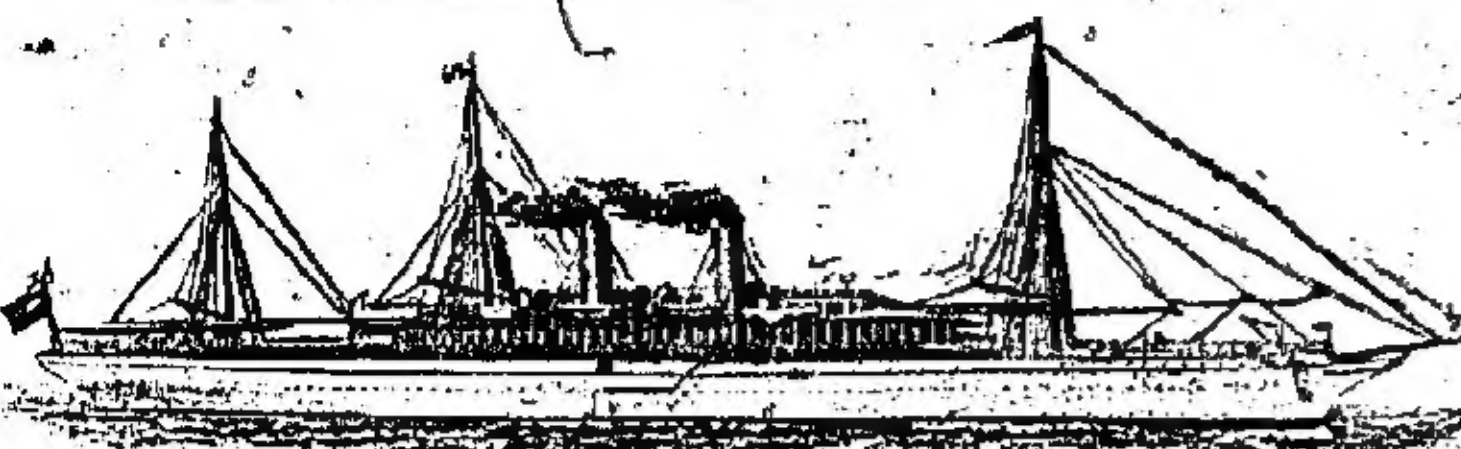
The evening service



and by all Classes in the Colony  
and undoubtedly the  
**PULAR & LEADING PAPER.**  
Established 1845.



## Shipping.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.,  
SAFETY—SPEED—PUNCTUALITY.)

Twin Screw Steamships—5,000 Tons—10,000 Horse-power—Speed 19 knots.  
Sailing 3 to 7 Days across the Pacific.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)  
EMPEROR OF JAPAN, Capt. H. B. HARRIS, R.N.R., WEDNESDAY, 25th Sept. 1901  
EMPEROR OF CHINA, Capt. H. B. HARRIS, R.N.R., WEDNESDAY, 25th Oct. 1901  
\* TARTAR 425 Tons, Capt. H. B. HARRIS, R.N.R., WEDNESDAY, 6th Nov. 1901  
EMPEROR OF INDIA, Capt. H. B. HARRIS, R.N.R., WEDNESDAY, 20th Nov. 1901  
\* ATHENIAN, 3882 Tons, Capt. H. B. HARRIS, R.N.R., WEDNESDAY, 4th Dec. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO  
VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the  
Trans-Pacific journey, and make connection at Vancouver with the  
PALATIAL TRAINS of the CANADIAN PACIFIC RAILWAY, which  
leaves daily, and across the Continent FROM THE PACIFIC TO THE  
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal,  
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which  
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD  
Return tickets to various ports at special rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES first class only, granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL  
STEAMSHIPS, second to none in the world, the LUXURANCE OF ITS  
TRANS-CONTINENTAL TRAINS (the Company having received the highest award  
for same at the Chicago World Exhibition) and the diversity of MAGNIFICENT  
MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND HOT SPAIN HOTELS of this route are owned and  
operated by the Company, and their appointments and Cuisine are unequalled.

## Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been  
placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as  
additional sailings.

In addition to the excellent First Cabin Passenger accommodation, the  
"ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific,  
and also Stevedores. The "TARTAR" takes First Class and Stevedore Passengers only,  
and also Stevedores. The Company's Agents, Messrs. D. E. BROWN, General Agent,  
The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Freight and Passage  
apply to

Hongkong, September 10, 1901. D. E. BROWN, General Agent, PEDDER STREET, 1112

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID,  
NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SINGAPORE TO LAND PASSENGERS AND LUGGAGE.  
N.B.—Cargo can be taken on through bills of lading for the principal places  
in Russia.

## PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Steamer	Tons	Proposed Sailing
PRUSSIAN	2437	THURSDAY, 3rd October
HAMBURG (HAMBURG-AMERIKA LINIE)	2437	WEDNESDAY, 10th October
SACHSEN	2437	WEDNESDAY, 18th October
KIAUSCHOU (HAMBURG-AMERIKA LINIE)	2437	WEDNESDAY, 25th November
BAYERN	2437	WEDNESDAY, 27th November
SUTTGART	2437	WEDNESDAY, 11th December
KONIG ALBERT	2437	WEDNESDAY, 25th December
EMPEROR OF INDIA	2437	WEDNESDAY, 9th Jan. 1902
PRINZ HEINRICH	2437	WEDNESDAY, 22nd January
PRUSSIAN	2437	WEDNESDAY, 5th February
HAMBURG (HAMBURG-AMERIKA LINIE)	2437	WEDNESDAY, 19th February
SACHSEN	2437	WEDNESDAY, 5th March

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship  
PRUSSIAN, of the Norddeutscher Lloyd, Captain E. PHEBUS, with  
MAILS, PASSENGERS, SPECIE, AND CARGO, will leave this Port as above.  
Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Tuesday, the 1st October, Cargo  
and Specie will be received on Board until 4 p.m. on Wednesday, the 2nd October, and  
Parcels will be received at the Agency's Office until Noon on Wednesday, the 2nd October.  
Contents of Packages are required. No Parcel Receipts will be signed for less than  
\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation and carries a Doctor and Stewards.  
Linen can be washed on board.

## Norddeutscher Lloyd.

For further Particulars apply to  
Melchers & Co., Agents.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	KWEIYANG	25th September.
TIENTSIN	KICKIANG	25th September.
SHANGHAI	TIENTSIN	3rd October.
MANILA	CHUMET	12th October.
PORT DARWIN, THURSDAY	CHUMET	12th October.
ISLAND, COOK TOWN,	CHUMET	12th October.
TOWNSVILLE, BRISBANE,	CHUMET	12th October.
SYDNEY AND MELBOURNE	CHUMET	12th October.

The attention of Passengers is directed to the Superior Accommodation offered  
by these Steamers, which are fitted throughout with Electric Light. A duly qualified  
Surgeon is carried.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
HONGKONG OFFICE  
HONGKONG, September 21, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LONDON, OREKHO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE  
LEVANT, BLACK SEA AND BALTIC PORTS IN NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

## FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Arabia,	5th October,	Freight.
Capt. SACHS.		
S.S. Koenigsberg,	19th October,	Freight and Passengers.
Capt. CHRISTIANSEN.		
S.S. Bamberg,	2nd November,	Freight.
Capt. JACOBS.		
S.S. Segovia,	16th November,	Freight.
Capt. FORCK.		
S.S. Marburg,	30th November,	Freight.
Capt. von BENZ.		

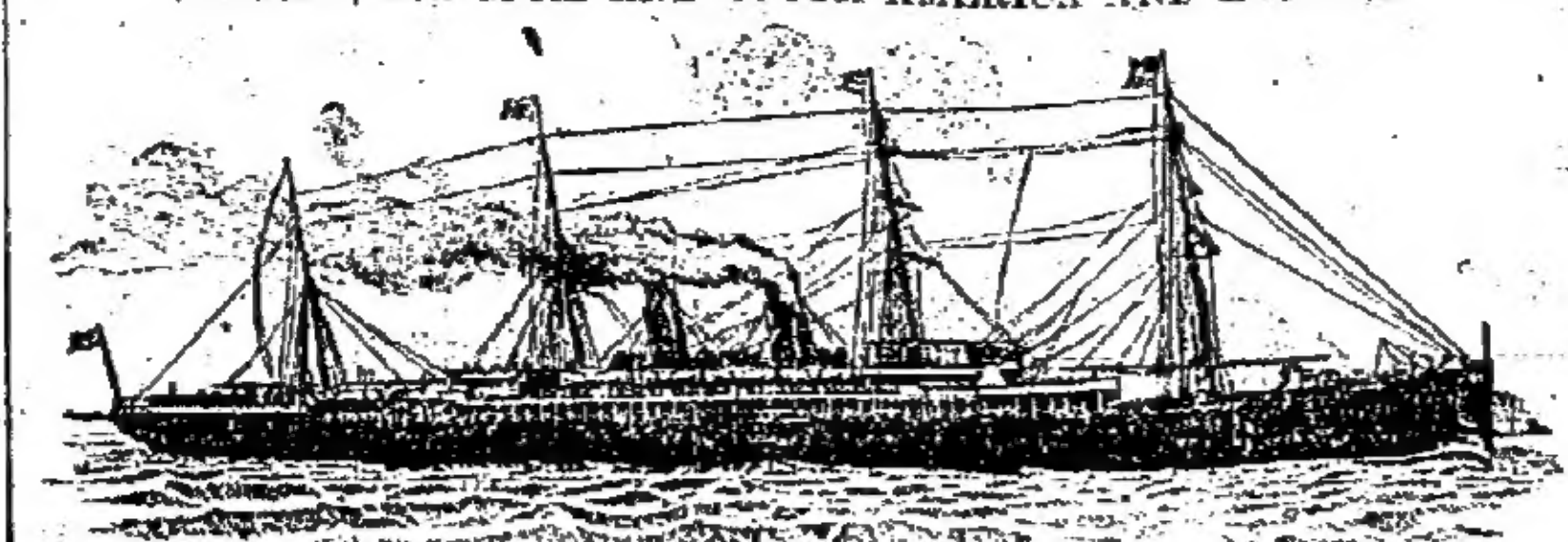
For further particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE  
Queen's Buildings, No. 1.

## Shipping.

## U. S. MAIL LINES.

PACIFIC MAIL STEAMSHIP COMPANY AND  
GOCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



## PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING	TUESDAY, 24th Sept., at Noon.
GAELIC	WEDNESDAY, 2nd Oct., at Noon.
CHINA	SATURDAY, 19th Oct., at Noon.
DORIC	TUESDAY, 25th Oct., at Noon.

THE P. M. Company's Steamship CITY OF PEKING will be despatched for SAN  
FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA,  
YOKOHAMA and HONOLULU, on TUESDAY, the 24th Sept., at Noon, taking  
Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at  
HONOLULU, and Passengers are allowed to break their journey at any point on route.  
Through Passage Tickets granted to England, France, and Germany by all trans-  
Atlantic lines of Steamers, and to the Principal Cities of the United States a Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Over  
and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DE VERE and RIO GRANDE and NORTHERN  
PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment  
of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have,  
between San Francisco and Chicago, the option of the SOUTHERN PACIFIC,  
CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other  
direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Special Rates (First Class only) to European Ports, are granted to Missionaries,  
members of the Naval, Military, Diplomatic and Consular Services, and European  
Civil Service officials located in Asia, and to European officials in the service of the  
Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (First Class  
only) are granted and will apply only to Missionaries, members of the Naval and  
Military Services, and to Consular and Diplomatic officials of the Governments of  
China and Japan.

Return Passage.—Reduction will be made to Passengers who do not hold  
Return Tickets, making the return journey between ports in the Orient and Honolulu or  
beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and  
other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United  
States, via Overland Railway, to El Paso, Trinidad, and Demerara, and to ports in  
Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel  
Packages will be received at the office until 5 p.m., same day; all Parcel Packages  
should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100  
Gold or over) destined to points beyond San Francisco in the United States should be  
sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.  
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the  
value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the  
Company, Queen's Building,  
Hongkong, September 11, 1901. GEO. ECKLEY, Acting Agent. 980

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

Northern Pacific Railway Co.

Steamer	Tons	Proposed Sailing
Olympia	2437	October 1
Admiral	2437	October 8
Victoria	2437	October 15
Branford	3503	November 12

THE attention of passengers is directed to the very cheap rates offered by this Line  
to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES of the  
UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.  
Excellent accommodation. First class Table, Doctor and STEWARDNESS carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL  
LINES.

HONGKONG TO NEW YORK, £48.  
The Railroad travelling is second to none on the American Continent; two trans-  
continental trains daily from Tacoma. Dining Car is attached to trans-continental trains  
day and night; Tacoma to New York in 41 days. Magnificent Scenery of the Rocky  
and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA, TACOMA, £35.  
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA,  
Tacoma to DRYA and St. MICHAEL.

Rates of Passage to other Ports on application.  
Special rates offered to members of Government Services.  
For further information as to Passage or Freight, apply to  
Dodwell & Co., Limited, General Agents.  
Hongkong, September 13, 1901. 422

## OCEAN STEAMSHIP COMPANY

FROM	OUTWARDS.	TO SAIL
GLASGOW AND LIVERPOOL	ALGIERA	2nd September.
GLASGOW AND LIVERPOOL	NAPLES	1st October.
GLASGOW AND LIVERPOOL	ANTWERP	9th October.
S. S. AGAMEMNON, from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI and JAPAN, on 2nd Inst.		

FOR	STEAMERS	TO SAIL
LONDON	ALAN	1st October.
LONDON	PERSEUS	15th October.
LIVERPOOL DIRECT	CLYDE	1st October.
(Taking Cargo at London Rates)	CLYDE	15th October.
LONDON	CLYDE	29th October.
LIVERPOOL DIRECT	NESBIT	12th November.
(Taking Cargo at London Rates)	DARBASIN	18th November.
LONDON	MACHAN	25th November.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
HONGKONG, September 20, 1901. Agents, O. S. S. Co. 2402

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
INABA MARU,	KOBE & YOKOHAMA.	FRIDAY, 27th
W. BAINBRIDGE,		Sept., at Daylight.
ROSETTA MARU,	SYDNEY & MELBOURNE, Via	FRIDAY, 27th
N. TATE,	MANILA, THURSDAY ISLAND, Townsville and Brisbane.	Sept., at 4 p.m.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in  
the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-  
WAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Com-  
pany's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.  
Hongkong, September 14, 1901. 779

## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES  
named:—

FOR	STEAMSHIP	CAPTAIN	DATE.
SHANGHAI	Bengal	C. L. VALENTINI	About 27th Sept.
LONDON, &c.	Chusan	C. L. DANIEL, R.N.R.	Noon, 28th Sept.
SHANGHAI AND			
KOBE	Social	T. H. HIDE, R.N.R.	About 4th Oct.
SINGAPORE AND			
BOMBAY	Tientsin	W. W. COOKE, R.N.R.	About 5th Oct.
LONDON	Formosa	R. H. W. SKOW	About 5th Oct.

\* See Special Advertisement. † For Freight only.  
‡ Calling at Penang and Colombo if sufficient inducement offers.  
For Freight or Passage, and further Particulars, apply to  
H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, September 21, 1901.

## HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship  
LYEEMOON,  
Captain TH. LEHMANN, will be despatched  
for the above Port on SUNDAY, the 22nd  
Sept., at 6 a.m.

This Steamer has superior Accommodation  
for First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents,  
Hongkong, September 18, 1901. 1944

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND

SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Hongkong Maru, (via	Saturday, Oct.
Shanghai, Nagasaki,	12 at Noon.
Kobe, Inland Sea,	
Yama & Honolulu)	
Nippon Maru, (via	Tuesday, Nov.
Shanghai, Nagasaki,	5 at Noon.
Kobe, Inland Sea,	
Yama & Honolulu)	
America Maru, (via	Thursday, Nov.
Shanghai, Nagasaki,	23 at Noon.
Kobe, Inland Sea,	
Yama & Honolulu)	

THE Twin-Screw S. S. HONGKONG  
MARU will be despatched for SAN  
FRANCISCO, via SHANGHAI, NAGA-  
SAKI, KOBE, INLAND SEA, YOKO-  
HAMA and HONOLULU, on SATUR-  
DAY, the 12th October, at Noon, 1901,  
taking Freight and Passengers for Japan,  
the United States and Europe.

Steamers of this line pass through the  
INLAND SEA OF JAPAN, and call at  
HONOLULU, and Passengers are allowed  
to break their journey at any point on route.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of steamers and to the prin-  
cipal cities of the United States or Canada.  
Rates may be obtained on application.

Passengers holding through ORDERS  
TO EUROPE have the choice of Overland  
Rail routes from San Francisco, including  
the SOUTHERN PACIFIC, CENTRAL PACIFIC,  
UNION PACIFIC, DENVER and RIO GRANDE,  
and other direct connecting Rail-  
ways, and from Chicago to destination the  
choice of direct lines.

Particulars of the various routes can be  
had on application.  
Special rates (first class only) are granted  
to Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services,  
to European officials in service of China  
and Japan, and to Government officials  
and their families.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via  
Overland Railway, to Havana, Trinidad,  
and Demerara, and to ports in Mexico,  
Central and South America, by the Com-  
pany's and connecting Steamers.

Freight will be received on board until  
4 p.m. the day previous to sailing. Pack-  
ages will be received at the Office until 4  
p.m. same day; all Parcel Packages should  
be marked to address in full; value of  
same is required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco in  
the United States should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at  
San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, Queen's Building,  
Hongkong, September 18, 1901. 1298

## THE UNITED STATES AND CHINA

JAPAN S. S. LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
LYNGSHIPS,  
Captain MOORE, will be despatched as  
above on or about 15th October.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents,  
Hongkong, September 10, 1901. 1832

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
ANAPA,  
will be despatched for the above Port on  
about 15th October, 1901.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, September 16, 1901. 1907

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
SHEWAN, TOMES & Co.'s NEW YORK  
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, September 16, 1901. 1907

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, September 16, 1901. 1907

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, September 16, 1901. 1907

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, September 16, 1901. 1907

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, September 16, 1901. 1907

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SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, September 16, 1901. 1907







